
CHAPTER 8

CONSISTENCY WITH OTHER PLANS

Consistency with the Washington Transportation Plan and the State Highway System Plan

Washington's Transportation Plan (WTP) is the state's blueprint for developing transportation budgets and implementing programs that should be pursued in the coming years. The Washington State Transportation Commission adopted the most recent version of the WTP in February 2002. It contains an overview of the current conditions facing the statewide transportation system; an assessment of the state's transportation investment needs for the next 20 years, and a statewide policy for transportation.

The state highway element of the WTP is known as the State Highway System Plan (HSP). The HSP clarifies the objectives of the state highway system and recommends actions that should be taken to meet those stated goals. All state highway needs for the next 20 years based on the adopted program objectives have been identified and listed in the HSP along with those improvement strategies which need to be taken to address the identified needs.

A Route Development Plan is one of the primary means of refining those improvement strategies listed in the HSP for specific routes and/or route segments. Many of the current HSP strategies indicate that further study of the route is needed to identify the most appropriate action. The RDP is one mechanism for that further study to be completed.

The SR 99 North RDP focuses on improving both safety and mobility along this segment of the corridor. Table 8-1 presents the HSP Objectives and Action Strategies that are applicable to this section of SR 99 North. While all improvement strategies have been identified for the SR 99 North corridor, it is important to note that state statute (RCW 7.24.020) does not currently allow WSDOT to provide funding for safety improvements from the HSP Safety Program (I-2) within any city with a population in excess of 22,500.

Consistency with Local Plans

The limits of this portion of SR 99 North lie entirely within Seattle's city limits (from the north end of the Battery Street Tunnel to N. 145th Street). The study recommendations for the northernmost section of the study corridor have been coordinated with the City of Shoreline, since SR 99 North continues immediately northward from the study area into that jurisdiction.

Table 8-1
Consistency of the SR 99 North Corridor Study with the Highway System Plan (HSP)

Improvement Category	Objective	Applicable Action Strategies	Proposed Improvements*
Congestion Relief	Reduce person and freight delay on WTP Corridors.	Access Management within Developed Corridors – Along corridors, which are fully developed, reduce the travel delay by utilizing access management techniques where appropriate.	<ul style="list-style-type: none"> • During redevelopment of property bordering SR 99 North, look to reduce the number of driveways directly accessing SR 99 North.
		Congested HSS – Where adopted congestion thresholds are surpassed, make targeted transportation investments considering all transportation strategies.	<ul style="list-style-type: none"> • Maximize the people moving capacity of the corridor northbound and southbound during peak periods of congestion • In conjunction with property redevelopment, increase existing narrow through lane widths (see roadway sections). • Continue transit speed and reliability improvements
		Develop bicycle/pedestrian corridors where they support public transportation facilities and are viable commute corridors.	<ul style="list-style-type: none"> • Create a system of continuous sidewalks by filling in gaps in the existing sidewalk system.

*All proposed improvements are explained in detail in Chapter 6 from page 6-2 to page 6-25.

Table 8-1 (continued)
Consistency of the SR 99 North Corridor Study with the Highway System Plan (HSP)

Improvement Category	Objective	Applicable Action Strategies	Proposed Improvements*
Safety	Reduce and prevent deaths and the frequency and severity of disabling injuries, and reduce the societal costs of accidents.	Eliminate high accident locations (HALs) on state highways through hazard mitigation.	<ul style="list-style-type: none"> Implement left-turn restrictions at HALs with a preponderance of left-turn related accidents.
		Eliminate pedestrian accident locations (PALs) on state highways through hazard elimination.	<ul style="list-style-type: none"> Provide for pedestrian crossing improvements at PALs with a preponderance of pedestrian crossing related accidents.
		Eliminate high accident corridors (HACs) using standards based highway safety solutions.	<p>Implement the following activities in the Halladay Street to North 38th Street section of the Battery Street to North 50th Street HAC to reduce accidents and congestion:</p> <ul style="list-style-type: none"> Improve the operation of the southbound intersection of Raye Street and SR 99 North Improve the operation of the northbound intersection of Halladay Street and SR 99 North Provide traffic operation improvements to N. 38th St., Bridge Way N., and Fremont Way N. Signalize key intersections on N. 38th Street between Fremont Way and Bridge Way N. In conjunction with private redevelopment, provide a new acceleration and deceleration lane northbound from N. 38th Street to N. 39th Street Relocate the Aurora Bridge sidewalks beneath the bridge deck thereby providing space for wider lanes and the installation of a median barrier to separate opposing directions of travel.

*All proposed improvements are explained in detail in Chapter 6 from page 6-2 to page 6-25.

The SR 99 Study's recommendations are consistent with the City of Seattle's Comprehensive Plan and the Puget Sound Regional Council's Metropolitan Transportation Plan. The applicable goals and policies of these two plans are described in more detail below.

Seattle's Comprehensive Plan Transportation Goals

The City of Seattle's Comprehensive Plan lists the following transportation goals (TG) in *Toward a Sustainable Seattle*. These goals are consistent with recommendations of this Route Development Plan:

- ♦ **TG2** Reduce and/or mitigate air, water, and noise pollution from vehicles.
- ♦ **TG3** Promote energy-efficient transportation.
- ♦ **TG4** Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.
- ♦ **TG5** Provide a range of viable transportation alternatives, including transit, bicycling, and walking.
- ♦ **TG8** Make the best use of the City's limited street capacity, identify key functions of streets, and seek to balance competing uses.
- ♦ **TG9** Ensure adequate capacity on the street system for transit and other important uses.
- ♦ **TG10** Support a shift towards transit, carpools and vanpools, bicycling, and walking.
- ♦ **TG11** Support efficient freight and goods movement.
- ♦ **TG17** Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
- ♦ **TG18** Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.
- ♦ **TG19** Increase walking and bicycling.
- ♦ **TG20** Create desirable, safe, convenient environments that are conducive to walking and bicycling.
- ♦ **TG21** Preserve and improve commercial transportation mobility and access.

- ♦ **TG22** Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

PSRC's Comprehensive Plan

Puget Sound Regional Council (PSRC) is the Metropolitan Planning Organization (MPO) responsible for the planning activities of the four-county Puget Sound Region. The RDP's focus is on safety improvements and increased mobility. The long-range improvements proposed by the RDP for SR 99 North are in agreement with the policies and goals of both the City of Seattle's Comprehensive Plan (*Toward a Sustainable Seattle*) and the Puget Sound Regional Council's Metropolitan Transportation Plan document (*Destination 2030*).

The PSRC's comprehensive plan, *Destination 2030*, has adopted a multi-county regional framework transportation policy. The following policies and goals of *Destination 2030* are applicable to the SR 99 North Corridor Study recommendations:

Transportation Policy

RT-8 Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

Optimize and Manage the Use of Transportation Facilities and Services

RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems that provide connections between urban centers and link centers with surrounding communities by:

- ♦ Offering a variety of options to single-occupant vehicle travel.
- ♦ Facilitating convenient connections and transfers between travel modes.
- ♦ Promoting transportation and land use improvements that support localized trip making between and within communities.
- ♦ Supporting the efficient movement of freight and goods.

RT-8.3 Maintain and preserve the existing urban and rural transportation systems in a safe and usable state....

RT-8.8 Support transportation system management activities, such as ramp metering, signalization improvements, and transit priority treatments, to achieve maximum efficiency of the current system without adding new infrastructure.

Manage Travel Demand Addressing Traffic Congestion and Environmental Objectives

RT-8.12 Support transportation system management programs, services, and facility enhancements that improve transit's ability to compete with single-occupant vehicle travel times.

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

RT-8.16 Support opportunities to use advanced transportation and information technologies that demonstrate support for regional growth and transportation strategies.

Expand Transportation Capacity Offering Greater Mobility Options

RT-8.29 Promote and support the development of arterial HOV lanes and other transit priority treatments in urban areas to facilitate reliable transit and HOV operations.

RT-8.36 Transportation investments in major facilities and services should maximize transportation system continuity and be phased to support regional economic development and growth management objectives.

RT-8.38 Support opportunities to redevelop the road system as multimodal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.

The following matrix shows the consistency of the recommended near-term and long-term improvements within this Route Development Plan and the pertinent policies and goals of the affected local jurisdictions. The matrix uses the numerical headings as a reference to the actual text.

Table 8-2
Consistency of the SR 99 North Recommendations with Local Plans

PSRC's Destination 2030	SEATTLE'S TOWARD A SUSTAINABLE SEATTLE	As Applicable, Corridor Wide Proposed Improvements
RT-8. 1,3	TG-8, 9, 11, 21,22	<ul style="list-style-type: none"> • In high accident areas with significantly narrow lanes, consider parking removal to provide wider lanes
RT-8. 3, 14	TG-5, 8,10,19, 20	<ul style="list-style-type: none"> • Provide for pedestrian crossing improvements at locations with a preponderance of pedestrian crossing related accidents.
RT-8. 1, 8, 12, 14, 16, 29, 39 36, 38	TG-2, 3,4, 5, 8, 9, 10, 11, 17, 18, 21, 22	<ul style="list-style-type: none"> • Maximize the people moving capacity of the corridor northbound and southbound during peak periods of congestion • In conjunction with property redevelopment, increase existing narrow through lane widths (see roadway sections). • Continue transit speed and reliability improvements
RT-8. 3, 12, 14	TG-4, 5, 8, 10, 17, 19, 20	<ul style="list-style-type: none"> • Provide a safer place for pedestrians and other non-motorized users by improving crossings and adding or widening sidewalks, curbs, and gutters along the corridor as needed
RT-8. 1, 3, 8, 12, 14, 29, 36, 38	TG- 3, 4, 5, 8, 10, 17, 18, 19, 20	<ul style="list-style-type: none"> • Install bus shelters, lighting, and litter receptacles to make Aurora safer and cleaner for transit riders
SOUTH (in conjunction with private redevelopment)		
RT-8. 1, 3, 36, 38	TG-2, 3, 8, 9, 11, 21, 22	<ul style="list-style-type: none"> • Reduce accidents and congestion on SR 99 by providing traffic operation improvements to N. 38th St., Bridge Way N., and Fremont Way North
RT-8. 1, 3, 36, 38	TG-5, 8, 11, 20, 21, 22	<ul style="list-style-type: none"> • Reduce accidents and congestion on SR 99 North by relocating the Aurora Bridge sidewalks beneath the bridge deck thereby providing space for wider lanes and the installation of a median barrier to separate opposing directions of travel.
RT-8. 1, 3, 36, 38	TG-11, 21, 22	<ul style="list-style-type: none"> • Reduce accidents and congestion on SR 99 North by improving the operation of the southbound intersection of Raye Street and SR 99 North and the northbound intersection of Halladay Street and SR 99 North.
CENTRAL (in conjunction with private redevelopment)		
RT-8. 1, 3, 36, 38	TG-3, 8	<ul style="list-style-type: none"> • Implement left-turn restrictions in high accident areas with a preponderance of left-turn related accidents.
RT-8. 1, 8, 36, 38	TG-2, 3, 8, 9, 11, 21, 22	<ul style="list-style-type: none"> • Intersection phasing improvements to mitigate angle and turning accidents
RT-8. 1,3, 36, 38	TG-3, 8, 11, 21, 22	<ul style="list-style-type: none"> • Provide signal improvements at intersections with a significant number of turning related accidents.
NORTH (in conjunction with roadway redevelopment)		
RT-8. 1, 3, 36, 38	TG-3, 8	<ul style="list-style-type: none"> • Implement left-turn restrictions in high accident areas with a preponderance of left-turn related accidents.
RT-8. 1, 8, 36, 38	TG- 3, 8, 11, 21, 22	<ul style="list-style-type: none"> • Widening travel lanes to mitigate sideswipe accidents
RT-8. 1,3, 36, 38	TG-3, 8, 11, 21, 22	<ul style="list-style-type: none"> • Provide signal improvements at intersections with a significant number of turning related accidents.

